

United States of America  
Department of Transportation -- Federal Aviation Administration

# Supplemental Type Certificate

*Number* ST01532AT

*This certificate issued to* E. J. Mlynarczyk & Co., Inc.  
5614 John Givens Road  
Crestview, FL 32539

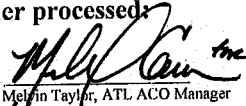
Added Notes at Surrender:

1. Future unsafe conditions existing in the product can result in an airworthiness directive requiring correction of the unsafe condition before further flight. If there is no entity to comply with 14 CFR 21.99(a), Required design changes, the existence of an unsafe condition might result in permanently grounding of the aircraft.
2. Replacement parts might not be available in the future.

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.*

*Original Product - Type Certificate Number* A6WE  
*Make:* McDonnell Douglas  
*Model:* DC-9-82; DC-9-83; DC-9-87

STC Surrender processed:

Approval by: 

Melvin Taylor, ATL ACO Manager

Date: 12/9/09

Description of Type Design Change:

Installation of a dual Canadian Marconi Company CMA-900 Flight Management System in accordance with EJM Installation Drawing 40711001, Rev. F, dated January 5, 1998 per the latest revision levels specified in EJM Drawing List 40710006, Rev L, dated July 28, 1998 or later FAA Approved Revision (DC-9-82/-83/-87 non-EFIS equipped) or in accordance with EJM Installation Drawing 40711000, Rev. E, dated January 5, 1998, per the latest revision levels specified in EJM Drawing List 40710005, Rev L, dated July 28, 1998 (DC-9-83 EFIS equipped) and EJM Drawing List 40710013, Rev. H, dated October 10, 2000 (DC-9-83/-87 EFIS equipped) or later FAA Approved Revision or in accordance with EJM Installation Master Drawing List 40710100, Rev Q, dated July 21, 1999,

(See continuation sheet 2 of 2)

Limitations and Conditions:

This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will produce no adverse affect upon the airworthiness of that airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. FAA

(See continuation sheet 2 of 2)

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the*

*Date of application:* July 15, 1997

*Date reissued:*

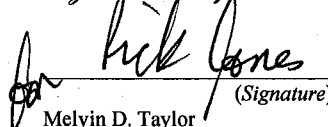
*Date of issuance:* December 19, 1997

*Date amended:* November 17, 1998; August 30, 1999,  
November 14, 2000

*Federal Aviation Administration.*



*By direction of the Administrator*

  
(Signature)

Melvin D. Taylor  
Manager  
Atlanta Aircraft Certification Office

(Title)

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Department of Transportation - Federal Aviation Administration

# Supplemental Type Certificate

(Continuation Sheet)

*Number* ST01532AT

Date of Issuance: December 19, 1997

Last Date Amended: November 14, 2000

*Description of Type Design Change* (Continued):

per the latest revision levels specified in EJM Drawing List 40710019, Rev B, dated July 21, 1999 or later FAA Approved Revision (DC-9-83 Non-EFIS, Non-OMEGA equipped).

*Limitations and Conditions* (Continued):

Approved Airplane Flight Manual Supplement, Doc. No. 40716018, Rev. A, dated September 10, 1998, or later FAA approved revision (DC-9-82/-83/-87 non-EFIS equipped) or FAA Approved Airplane Flight Manual Supplement, Doc. No. 40716008, Rev. A, dated November 3, 1998, or later FAA approved revision (for DC-9-83 EFIS equipped) or FAA Approved Airplane Flight Manual Supplement, Doc. No. 40716042, Rev. IR, dated November 14, 2000, or later FAA approved revision (DC-9-83/-87 EFIS equipped) are a required part of this STC.